CORRIDOR & STATION TYPOLOGIES

In addition to broad station and corridor guidelines, there are guidelines by types of stations and types of context for the guideway. These typologies were developed for both stations and guideway in recognition that there is value in tailoring design expectations to the specifics of place. For example, even though certain basic design objectives apply to all stations, a station located downtown should have some differences from one located in an industrial area. Likewise, as a segment of the guideway moves through a neighborhood it may require different design treatment than the segment through the Seattle Center.

Each segment of the guideway corridor and each station—with three exceptions—is characterized by one of the typologies described below in recognition of how the character of each environment requires a different response. Accordingly, in addition to corridor-wide and station-wide design guidelines, guidelines have been developed to address each typology. This has the advantage of adding additional design direction tailored to specific environments. The three exceptions include the Seattle Center corridor and both bridges; the Ballard Bridge and West Seattle Bridge. These were deemed unique and therefore inappropriate for inclusion in a typology.

Corridor Typologies

Urban Core Corridor

- Guideway is flanked by dense development of a scale that exceeds the guideway itself
- Consistent street edge defined by buildings and plazas
- Parking consists of on-street parallel parking and private paid parking in surface lots or structured garages
- Full range of urban street furniture and fixtures
- Lots of signage primarily directed at pedestrian or driver at moderate speed—directional, traffic, informational, retail related
- Includes both street and pedestrian lighting
- Fairly wide sidewalks relative to rest of system
- Extensive pedestrian traffic

Transportation Corridor

- Guideway is prominent in terms of height, but similar in scale to the auto-oriented features of a strip arterial
- Street edge marked by setbacks and numerous driveways/access points
- Parking largely provided on-street and in on-site parking lots adjacent to businesses
- Development tends toward one-story buildings located back from the street edge
- Little or no existing sidewalks; where they exist there are many curb cuts
- Lots of large-scale signage including billboards and lit signs, typically at or toward the street edge
- Street lighting only—no pedestrian lighting
- Can include variations such as institutional (where flanking uses are large campus settings), and open space (adjacent to parks spaces…maybe a separate category??)
- Minimal pedestrian traffic

Neighborhood Corridor—Retail and Residential

- Two variations on a similar theme—in one the guideway is flanked by small scale retail/commercial uses; in the other it is flanked by multi-story residential
- Street characterized by pedestrian scale detailing, but modest heights
- On-street parking, structured parking, and some parking located behind businesses/housing
- Sidewalks of varying widths and conditions
- Lots of signage primarily directed at pedestrian or driver at moderate speed—directional, traffic, informational, retail-related
- Often includes both street and pedestrian lighting
- Moderate pedestrian traffic

Industrial Corridor

- Guideway may be prominent in terms of height, but similar to or exceeded by scale of industrial buildings and infrastructure (such as equipment sheds, trestles/tracks, grain elevators, etc.)
- Street edge marked by setbacks and numerous driveways/access points
- Parking largely provided on-street and in on-site parking lots adjacent to businesses
- Development tends toward one to two-story buildings located back from the street edge
- Little or no existing sidewalks; where they exist there are many curb cuts
- Signage is less than commercial strip but similar in scale—billboards
- Street lighting only—no pedestrian lighting
- Minimal pedestrian traffic

Seattle Center

- The Seattle Center segment is unique along the alignment. The guideway enters the campus through the Experience Music Project building, and runs through an active civic open space comprised of a variety of contexts including large scale buildings, amusement park rides, tree-lined allees and the large gathering space at the International Fountain.

Bridges/Waterways

- Bridges and waterways include the span across the water and the transition moving to and from the bridges that are part of the Monorail project. This occurs at two locations; across the Ship Canal between Ballard and Interbay, and across the West Seattle Bridge.

Station Typologies

Urban Core Station

- Station is situated within a dense urban core; surrounded by a mix of retail, office, civic, and residential uses, and is shaped by the architectural and functional (street and otherwise) character and context of the urban core
- Serves an existing vibrant/functioning urban core, station is secondary to the place itself
- Typically a "destination" station in the morning and "origin" in the evening (for commuters), plus all day long for intercity travel. Serves broad ridership: urban residents, commuters, shoppers, visitors, trips throughout the day, short and long
- Good connections to several modes of transit/transportation—metro bus, regional or private bus, light rail, commuter rail, airport, and ferry.
- 18-24 hour usage
- Amenities in station area are part of a larger downtown-wide system of amenities such as benches, retail carts, public art
- Access improvements build upon existing infrastructure and must fit into other downtown circulation systems
- May serve special functions such as access to sporting event venues, cultural centers/facilities, civic centers, or other regional facilities which require special design features

Town Center Station

- Serves a neighborhood commercial center, helps physically and functionally define the place (i.e. town center)
- Station is part of, but not the primary feature of, a mixed use area with uses equivalent to those identified in our urban villages and urban centers—commercial and retail focus
- Connections to several bus lines, possibly another transit mode.
- Primarily serves commuters and neighborhood residents and some visitors
- 18 hour usage
- Amenities in station area are key features of the town center—for instance a plaza with fountain, a green space, a copse of specimen trees
- Access improvements set the tone for pedestrian and non-SOV circulation in the station area—something for other systems/development to build from

Residential Village Center Station

- Serves a primarily residential neighborhood, takes cues from surrounding residential architecture and smaller scale development—tucked into neighborhood fabric
- Neighborhood service and small business focused
- Primarily serves neighborhood residents
- Amenities in station area are unobtrusive and serve the neighborhood
- Access improvements connect station area to neighborhood

Commuter Stop

- Station is the primary feature around which a few supporting uses are located that serve commuters, such as coffee bar, dry cleaners, post office, magazine stand, shoe repair. Proximity to employment is another characteristic of this station.

- Residential density may or may not be present at the outset but should be anticipated for the future.
- Typically an "origin" station in the mornings; destination in the evenings.
- Serves commuters and mode changers
- 12 hour usage
- Amenities in station area are focused on the commuter experience
- Access improvements focus on providing the easiest connection to the station

Multi-Modal Hub Station

- Located wherever several modes of transit intersect; may be within urban core or other primary transportation corridors
- Usually sited in densely developed areas
- Serves a wide variety of passengers including those who are regular users and those who are infrequent users
- 18-24 hour usage
- Amenities in station are focused on the traveler, but unlike commuter stop, may include a broader range of services and facilities for passengers traveling longer distances and/or with longer wait times between modes
- Access improvements focus on connecting modes to one another